

25 May 1966

Mr. Cornal D. Orescan, Clerk
House Appropriations Committee
Washington 25, D. C.

Dear Sir:

Attached is a map reflecting the roads which are to be improved or constructed to meet minimum ingress and egress of CIA employees to the Langley site. This is supported by a summary of the funding of the road improvements and construction to provide additional access to the Langley site. The second map, which is attached, reflects the road system on the site. In the development of the estimates, the cost of the roads on the site was included in the general item of "Roads, Parking and Site Development." This item has been estimated at \$1,635,000 as shown on Page 13 of the budget submission.

The following individuals are the officials in the Public Buildings Service with whom the Agency has been working. These individuals have represented the General Services Administration in the negotiations concerning the construction of the building.

Fred S. Poorman, Deputy Commissioner
L. L. Hunter, Supervising Architect
C. P. Palmer, Chief Estimator

Very truly yours,

Comptroller

Attachment

ERS:CNM:asr

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ROAD CONSTRUCTION TO PROVIDE ADDITIONAL ACCESS TO THE LANGLEY SITE

1. George Washington Memorial Parkway: The Congress recognized the need for additional access to the Langley site by providing, in the legislation authorizing the construction of a headquarters installation for the Central Intelligence Agency, \$8,500,000 for the extension of the Parkway from its present terminus at Spout Run to a point north of the site. The National Capital Planning Commission, the National Park Service, and the Bureau of Public Roads are all concerned in Parkway development. These agencies are substantially advanced in their planning for the construction. Surveys, appraisals and right-of-way acquisition for a portion of the route have begun.

a. Arlington County: A tripartite agreement (United States, Virginia, Arlington County) was completed on 17 June 1950 providing for a contribution of \$600,000 (one-half by the United States, one-fourth each by the State and County) for the acquisition of right-of-way. Currently a portion of this right-of-way has been acquired, two condemnation suits are under way, and three additional parcels will be subjected to condemnation in the near future. This will complete initial steps of acquisition for all required right-of-way within Arlington County, except for one parcel which straddles the Arlington-Fairfax line. Of the original contribution, \$196,540.60 remains unexpended and unobligated but may well be required for the completion of land acquisition. Construction cost estimates for this portion of the Parkway total \$5,147,000 (grading, \$1,380,500; paving, \$669,800; structures, \$3,096,700).

b. Fairfax County: A tripartite agreement was completed on 27 July 1955 providing for a contribution of \$200,000 (in the same proportion as above). No expenditures or obligations have been incurred against these funds to date. This amount covers acquisition of right-of-way from the Arlington-Fairfax line to Route 123. An agreement is yet to be reached covering acquisitions from 123 north to the Langley site. For this purpose the National Capital Planning Commission has available funds in the amount of \$150,000, the State of Virginia has available \$118,500, and the current budget of Fairfax County provides for \$75,000. Construction cost estimates for this portion of the Parkway total \$2,853,000 (grading, \$1,387,000; paving, \$652,000; structures, \$823,000).

Under the organic legislation of the National Capital Planning Commission Federal funds contributed to the acquisition of right-of-way may not exceed 50% of the cost; the balance must be supplied by the local jurisdictions concerned. Both the State and County have available allocated but uncommitted funds for additional contribution. The construction cost, as estimated above, totals \$8,000,000. The remaining \$500,000 requested is for additional Federal contributions toward land acquisition cost, if this should be required, and to meet contingencies in Parkway construction.

2. Virginia Route 123: The Virginia State Department of Highways has committed itself to widening Route 123 to four lanes from its intersection with the Parkway to Langley Fork (intersection of Routes 123 and 193). The total cost of this construction has been estimated by the Department at \$300,000. For this purpose the Department allocated \$100,000 in fiscal 55 and \$200,000 in fiscal 56, which remains unexpended. Virginia intends eventually to widen 123 to a four-lane dual highway all the way to Chain Bridge, but no firm date has been established for the accomplishment of this intention; it would probably be related to any projected increase in the capacity of Chain Bridge. The survey of the committed portion has been completed and the Department expects to start planning within the next 30 to 60 days. They estimate that plans can be completed by the spring of 1957, and that construction contracts can be let shortly thereafter.

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